

# CMAQ Project Selection Committee Meeting

Note Day → **Thursday**, June 29, 2006  
10:00 a.m.

**Cook/Cunningham-Williams Conference Room**  
233 South Wacker Dr.  
Chicago, Illinois

## Agenda - revised

Note: the meeting materials can be found at <http://www.catsmpo.com/min-cmaq.htm>

### 1. FY 2007 CMAQ program

#### A. Project rankings and sponsor presentations

Project rankings will be presented; they will be posted to the CATS web site, [www.catsmpo.com](http://www.catsmpo.com), before the meeting. Project sponsors will be given an opportunity to present additional information on their projects. If someone wishes to make a presentation, **please contact Ross Patronsky, telephone 312-386-8796, e-mail [rpatronsky@catsmpo.com](mailto:rpatronsky@catsmpo.com), before the meeting.** Letters in support of specific projects will be noted to the Committee.

#### B. FY 2007 CMAQ programming mark

The status of CMAQ apportionments and the proposed mark will be discussed.

#### C. Local Agency Flexible Match Program

The local agency flexible match program allows certain public donations of cash, materials and services to satisfy the non-Federal matching requirements. Sponsors could advance a project by paying for preliminary engineering with local funds while still realizing match credit for those funds when the project goes to construction. The draft proposal is attached. Committee discussion of whether or not to use this option for the CMAQ program, and criteria for its use, is requested.

#### D. FY 2007 CMAQ program development options

Options for programming CMAQ funds will be discussed.

#### E. CMAQ program management options

Options for managing the obligation of CMAQ funds will be discussed.

### 2. Project Changes

#### A. Pace – Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005)

The sponsor requests a scope change.

#### B. Metra – Joliet Station Parking - RID and MHC Lines (TIP ID 18-04-0573)

The sponsor requests scope change.

#### C. West Chicago – Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003)

The sponsor is withdrawing the project.

#### D. Hoffman Estates – IL 62/Algonquin Road and Ela Road Sidewalks (TIP ID 03-02-0008)

The sponsor requests a cost increase.

#### E. Tinley Park – Regional Rideshare Incentives Program (TIP ID 13-99-0005)

The sponsor requests a transfer of sponsorship to Pace.

#### F. Metra – Ingleside station parking (TIP ID 18-04-0562) and Fox Lake – Fox Lake Station Parking (TIP ID 18-03-3558)

The sponsors request a cost increase for the Ingleside project, using funds from the Fox Lake project.

- G. CDOT – Commuter Bike Parking and Encouragement (TIP ID 01-01-0012) and Bike Parking (TIP ID 01-94-0045)

The sponsor requests a transfer of funds from 01-01-0012 to 01-94-0045.

- H. Oak Forest – Oak Park Ave From 159th to 151st and at 147th St (TIP ID 07-99-0009)

The sponsor requests a cost increase.

- I. Evanston – Ridge, Church and Davis Streets Signal Interconnect (TIP ID 02-99-0006)

The sponsor requests a cost increase.

### 3. **Other Business**

### 4. **Next Meeting**

The next meeting is scheduled for July 20th at 1:00 p.m. at which time the staff proposed program will be considered.

### **Attending CMAQ Project Selection Committee Meetings at Sears Tower:**

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Ross Patronsky (312-386-8796, rpatronsky@catsmpo.com) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.

**Chicago Area Transportation Study**  
**FY 2007 Congestion Mitigation and Air Quality Improvement Proposals**  
**Letters of Support Received through June 23, 2006**

<b>Project ID &amp; Description</b>	<b>Supporter</b>
Addison – Mill Road Bridge Sidewalk Project (CMAQ ID BP08072686)	The Honorable Henry Hyde, Representative, 6th Congressional District
Berwyn – Grove Ave Parking Structure (CMAQ ID CP05072718)	The Honorable Robert S. Molaro, State Representative, 21st District
Berwyn – Grove Ave Parking Structure (CMAQ ID CP05072718)	The Honorable Michelle Chavez, State Representative, 24th District
Berwyn – Grove Ave Parking Structure (CMAQ ID CP05072718)	The Honorable Martin A. Sandoval, State Senator, 12th District
Berwyn – Grove Ave Parking Structure (CMAQ ID CP05072718)	The Honorable Daniel Lipinski, Representative, 3rd Congressional District
Berwyn – Grove Ave Parking Structure (CMAQ ID CP05072718)	The Honorable Barak Obama, United States Senator, State of Illinois
Cary – Cary-Algonquin Rd Bikeway from Main St to Fox Trails Drive (CMAQ ID BP11072772)	David J. Raica, Director of Planning and Development, Cary Park District
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	The Honorable Carole A. Pankau, State Senator, 23rd District
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	The Honorable Al Lason, Village President, Village of Schaumburg
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	Rob Sadowsky, Executive Director, Chicagoland Bicycle Federation

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<b>Project ID &amp; Description</b>	<b>Supporter</b>
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	The Honorable Bod Iden, Mayor, Village of Bloomingdale
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	The Honorable Irwin A. Bock, Village President, Village of Hanover Park
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	Deborah Jan Fagan, Chief Planner and County Trail System Coordinator, DuPage County Economic Development and Planning
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	Andrea Hoyt, Director, Office of Planning, Forest Preserve District of DuPage County
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	James McDermott, Chair, Roselle Bicycle Advisory Council
Roselle – Rodenburg Rd from Metra tracks to Travis Pwy (CMAQ ID BP08072784)	Freda Brown, Community Liaison, Schaumburg Bicycle Club
Wauconda – Garland Rd from Gossell Rd to Old Rand Rd (CMAQ ID BP10072777)	The Honorable Melissa L. Bean, Representative, 8th Congressional District
Illinois Tollway –I-294/Tri-State Tollway Construction Commute Alternatives (CMAQ ID OT13072808)	The Honorable Karen May, State Representative, 58th District
Chicago Department of Environment – Chicago Diesel Fleet Retrofit Project (CMAQ ID OT01072813)	Renate Anderson, Environmental Health Associate, American Lung Association of Metropolitan Chicago
Metra – EMD 40FC 3,000 hp Locomotive Testing - Diesel Emission Reductions (CMAQ ID DE13072761)	Renate Anderson, Environmental Health Associate, American Lung Association of Metropolitan Chicago

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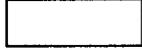
<b>Project ID &amp; Description</b>	<b>Supporter</b>
Illinois Tollway –I-294/Tri-State Tollway Construction Commute Alternatives (CMAQ ID OT13072808)	The Honorable Kathleen A. Ryg, State Representative, 59th District
Wauconda – Garland Rd from Gossell Rd to Old Rand Rd (CMAQ ID BP10072777)	The Honorable Richard J. Durbin, United States Senator, State of Illinois
Algonquin Township - Crystal Lake Ave at Pingree Rd/Terra Cotta Rd (CMAQ ID II11072751)	William F. Geegan, Assistant Director of Engineering and Building, City of Crystal Lake
Lansing - Safe Routes to Schools-South Suburban Mayors and Manager Association (CMAQ ID BP07072803)	Steve Buchtel, Southland Coordinator, Chicagoland Bicycle Federation
Illinois Tollway - Tri-Ride Commute Alternatives (CMAQ ID OT1372808)	The Honorable Elaine Nekritz, State Representative, 57th District
Illinois Tollway – Tri-Ride Commute Alternative Projects (CMAQ ID OT13072808)	The Honorable Terry Link, State Senator, 30th District
Illinois Tollway – Tri-Ride Commute Alternative Projects (CMAQ ID OT13072808)	Stephen E. Schlickman, Executive Director, Regional Transportation Authority
Illinois Tollway – Tri-Ride Commute Alternative Projects (CMAQ ID OT13072808)	Robert D. Franz, Village Manager, Village of Deerfield
Illinois Tollway – Tri-Ride Commute Alternative Projects (CMAQ ID OT13072808)	John M. Novinson, Village Manager, Village of Northbrook
Illinois Tollway – Tri-Ride Commute Alternative Projects (CMAQ ID OT13072808)	The Honorable Susan Garrett, Illinois State Senator, 29th District

**Chicago Area Transportation Study**  
**FY 2007 Congestion Mitigation and Air Quality Improvement Proposals**  
**Letters of Support Received through June 23, 2006**

<b>Project ID &amp; Description</b>	<b>Supporter</b>
McHenry - Miller Rd/Bull Valley Rd at N. Front St and Green St (CMAQ ID II11072734)	James P. Moore, Fire Rescue Chief, Crystal Lake Fire Rescue Department
McHenry - Miller Rd/Bull Valley Rd at N. Front St and Green St (CMAQ ID II11072734)	Ronald S. Hoehne, Chief , Fox Lake Fire Department & Rescue Squad
McHenry - Miller Rd/Bull Valley Rd at N. Front St and Green St (CMAQ ID II11072734)	John Rice, Chief, Wonder Lake Fire Protection District
Northlake - Wolf Rd Sidewalks at Soffel Ave (CMAQ ID BP04072702)	The Honorable Don Harmon, State Senator, 39th District
McHenry - Miller Rd/Bull Valley Rd at N. Front St and Green St (CMAQ ID II11072734)	Wayne R. Amore, Fire Chief, McHenry Township Fire Protection District
McHenry - Miller Rd/Bull Valley Rd at N. Front St and Green St (CMAQ ID II11072734)	Rick Gallas, Fire Chief, Richmond Township Fire Protection District



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patronsky, Chief of the CMAQ Program  
**Date:** June 23, 2006  
**Subject:** FY 2007 Programming Mark

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At the last Committee meeting, a tentative mark of \$24,700,000 was considered for the FY 2007 CMAQ program.

IDOT has recently received notice that an additional rescission is forthcoming. The rescission amount is expected to be \$24.59 million for all FHWA programs in Illinois. The effect this will have on CMAQ funding has not been determined.

## LOCAL AGENCY FEDERAL FLEXIBLE MATCH PROGRAM

*DRAFT as of 20060421*

### **Overview**

Provisions introduced in TEA-21 and expanded by SAFETEA-LU allow new flexibility to the Federal-Aid Highway Program's matching requirements by allowing certain public donations of cash, materials, and services to satisfy the non-Federal matching requirements. Title 23 USC, "Highways"; Chapter 3, "General Provisions"; Section 323, "Donations and Credits" outlines the legal basis for the FHWA Innovative Finance Management tool known as flexible match or soft match. Flexible match allows a wide variety of public and private contributions to be counted toward the non-Federal match. In the current climate of limited local agency cash-flows, coupled with the passage of a new federal highway transportation bill, the Bureau of Local Roads and Streets (BLRS) is implementing a Local Agency Federal Flexible Match Program (FFM).

The following benefits may be realized through the Federal Flexible Match Program:

- Acceleration of projects that receive donated resources
- Allowing local agencies to reallocate funds that otherwise would have been used to meet Federal matching requirements
- Promoting public-private partnerships by providing incentives to seek private donations

### **Eligible Items for Flexible Match**

Flexible match, up to 20 percent of the non-federal match, may be used for federal highway programs with the **exceptions** of the Emergency Relief and Transportation Enhancement Programs. High Priority Projects under previous highway bills are also eligible to participate in this program. Flexible match can be applied toward all or any portion of the required matching share. This flexible match will only affect individual approved projects; no carryover or credit of soft match funds for other projects will be allowed.

The following table outlines the eligibility of flexible match donations and their associated donors:

Type of Donation	Source of Donation	
	<i>Private</i>	<i>Local Government</i>
Funds (see note 1)	Yes	Yes
Land or ROW (see note 2)	Yes	Yes
Materials	Yes	Yes
Services	Yes	Yes

#### Notes:

1. Funds must be received during the timeframe between project approval (by FHWA) and submittal of final voucher.
2. Land may be donated anytime during the project development; the donation does not influence the environmental assessment. For any donated property that was originally acquired with federal funds, only the non-federal share of the property may be counted as the donation.

Donations or credits must be earned or given in a previous phase of a project in order to be utilized as flexible match. Anticipation of flexible match will not be allowed. For example: PE or land acquisition may be applied to construction, but construction items cannot be applied to PE or land acquisition.

The donations or credits can consist of funds, land, materials, equipment rental, and/or services that are directly associated with the specific project. These flexible match donations must not have been used as match for any other federally-funded project. Also, the dollar amount of the in-kind donations must be included in the total project cost; these in-kind donations cannot both reduce the project cost and be used as flexible match.

### **Required Documentation**

It is the responsibility of the local agency to maintain adequate records and documentation to verify the flexible match on any given project. The fair market value of the non-monetary donations to be used on a project must be determined and documented by the local agency in order to be considered for flexible match. Land and materials must be appraised to determine fair market value, and the services must be based on the local prevailing wage rate or actual local agency expenditures with supporting invoices or time cards. All documentation supporting the claimed flexible match amount must be submitted and approved by FHWA prior to authorization for utilizing the flexible match.

Local agencies will utilize selection procedures as outlined in Section 5-6.02 of the Bureau of Local Roads and Streets Manual for preliminary engineering performed by consultant services subject to IDOT approval. Flexible match amounts earned will be limited to approved federal compensation methods for engineering services. Preliminary engineering provided by a local agency will be approved based upon actual expenditure documentation.

Upon completion, either a local city official, county engineer, or consultant that has been contracted by the local authority to act as the same, will certify the flexible match items have been completed in accordance with all applicable guidelines.

To allow sufficient time for review and approval, local agencies should submit all final FFM documentation in a single submission to the District prior to the date of federal authorization. This should be done enough in advance to allow sufficient time for review by IDOT and approval by FHWA. No changes to the FFM amount will be allowed after final award of the contract without coordination and approval of BLRS, Bureau of Construction and the Project Control Unit.

### **Application**

The Local Agency Federal Flexible Match Program will begin with the FY 2007 Highway Improvement Program. Flexible match may only be applied to projects utilizing funds in the FY 2007 program year or future years. Donations or expenditures which were received or made after July 1<sup>st</sup>, 2004 and which are eligible items may be requested for use as flexible match. If they are documented and approved by FHWA in accordance with these guidelines, they may be utilized for FY 2007 or later projects.

## **Programming**

FFM should only be programmed in the annual element of the multi-year program. Projects incorporating FFM should be programmed for the actual dollar amounts of federal funds that will be spent for the phase, with a remark indicating the amount of FFM applied. For example, construction phase for a state let \$100,000 Highway Bridge Program improvement utilizing \$15,000 in FFM earned by local funds spent on preliminary engineering should be programmed for \$95,000 Highway Bridge Program funds and \$5,000 local match. A comment in the description field should state "FFM is \$15,000". If the project is locally let, all the federal funds should be programmed with a comment stating the FFM amount indicating the project is a local letting.

## **Implementation Procedures**

Prior to proceeding with a project that includes FFM, FHWA approval is required. The initial cost estimate submitted through the District at the same time as the joint agreement should show the type, source and amount of FFM and the particular phases in which it is anticipated to be donated and applied. If applicable, a letter of approval from the Metropolitan Planning Organization should accompany the cost estimate if FFM is requested. This FFM cost estimate is to be submitted to the Bureau of Local Roads and Streets, Project Support Unit, for review and approval. BLRS will review and submit the FFM request to FHWA for their review and approval. It is the intention of BLRS to have the FFM cost estimate approved by the FHWA prior to a project authorization request to the FHWA. This will ensure the Authorization/Project Agreement (APA) and the Division of Cost to the funding agreement are identical.

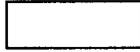
Phases of a project that will contribute to the FFM will not be federally participating; and therefore not entered into the FMIS computer system by IDOT. The FFM funds will have a percentage and "not to exceed" amount on both the joint agreement and the APA. The FFM amount cannot exceed what FHWA has approved for that specific project. The FHWA FFM approval will be submitted along with the APA and the funding agreement to the Project Control Unit in the IDOT Bureau of Budget and Fiscal Management at the time of the federal authorization request. The FHWA approval for FFM will be maintained in the BLRS master file and the Project Control Unit files for auditing purposes.

The APA form will include the FFM amount in the federal column. This may require the federal percentage to be 100%, and there may be instances where the FFM, other local and state funds, and the federal percentage exceed 100%. The APA will explain this in the memo section. BLRS will show a breakdown of the percentages and amounts for additional information and to accurately reflect the Division of Cost to the funding agreement.

The Division of Cost to the funding agreement will include the FFM either at the top of one of the columns or as a note, dependent upon space available. The FFM will never be allowed to exceed 20% of the contract cost. BLRS intends to include a note on each funding agreement stating the FFM is a specific percentage not to exceed a specific dollar amount. For state let contracts, it will be the responsibility of the Project Control Unit and the Bureau of Construction to ensure this amount is not exceeded. The FFM will be eligible for federally participating construction and federally participating construction engineering.



Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patronsky, Chief of the CMAQ Program  
**Date:** June 23, 2006  
**Subject:** Options for Managing Obligations

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As part of the effort to reduce unobligated funds and move CMAQ projects to completion, staff has prepared an outline of actions CATS can take to manage obligations once projects are programmed. The outline is in three parts:

- Impediments to obligating funds and responses,
- Incentives to obligate funds, and
- Actions to take if funds are not obligated.

The bullet points that have a "+" are positive points about the suggested action. The "-" bullet points are negative points about the suggested action.

At this point, this outline constitutes a brainstorming about obligation management. No recommendation is being made to implement a specific option; rather, Committee discussion of the options and their pros and cons is sought.

Please note that obligating funds is a step toward project implementation; it does not guarantee that implementation will occur soon. This is particularly true of transit projects, since the full amount is obligated once an FTA grant is executed. Staff does not currently have the capability to monitor contract awards and expenditure of funds, so extensive cooperation with IDOT, FHWA and FTA would be required to add this capability to the CMAQ process.

## **Impediments to Obligating Funds (and responses)**

### **Slow approvals of agreements (IDOT and sponsors)**

#### **Slow approvals of design review (IDOT and sponsors)**

- Add IDOT staff.
  - + Will also increase level of support to sponsors
  - + Addresses problems with scope changes
  - Ongoing cost to state
  - Does not necessarily address sponsor problems
- Increase level of support to sponsors.
  - + Addresses problems with scope changes
  - Ongoing cost
  - Expertise may not be available in agency providing support (e.g., Council of Mayors or CMAP)
  - Does not address problems at IDOT
- Threaten withdrawal of funding.
  - + Sponsors will be motivated if withdrawal is perceived as a real threat.
  - Does not resolve problems other than a lack of motivation to act on a project

#### **Scope changes once projects are programmed delay funding subsequent phases (IDOT and sponsors)**

- Have IDOT staff review applications more closely.
  - + Improves quality of proposal rankings.
  - + Improves sponsor understanding of requirements for federally-funded projects.
  - Requires additional IDOT staff.
  - May require a longer CMAQ proposal review period.
  - Some classes of projects (e.g., transit service and equipment) are not within the traditional expertise of District 1 staff; other IDOT staff or outside consultants may be required to assist.
- Fund projects only after engineering 1 is completed.
  - + Proposal costs will be better understood.
  - + Infeasible projects can be “weeded out” before getting programmed.
  - + Sponsors will demonstrate commitment to project by completing engineering on their own.
  - Smaller sponsors (e.g., small municipalities) may have difficulty funding engineering on their own.
  - Engineering 1 does not apply to all project types; we would need to either identify a substitute preliminary phase on an ad hoc basis, or allow such projects to receive funding before being fully scoped.
  - If engineering 1 is not part of the federal process (and hence to federal standards), then some of it may have to be redone once federal funding is received.

#### **Some projects need to assemble funding other than CMAQ**

- Don't program CMAQ funds until other funds are in hand.
  - + Sponsors will be motivated to assemble a full funding package in a timely manner.

- Sponsors may be forced into “stand-off” situations, in which various funding agencies are waiting on other agencies to act.
- May delay beginning projects, resulting in cost increases.
- Move funding to future years until other funds are in hand.
  - + May help to reduce stand-off situations.
  - May delay beginning projects if CMAQ is to be used for engineering, resulting in cost increases.

**Imposition of obligation ceiling means that a percentage of funds will never be obligated**

- Program to full apportionment.
  - + Will provide a “full bank” of projects, allowing funds to be obligated even if some projects are delayed.
  - If all projects move forward, then some will have to be delayed or cancelled when they are ready to be obligated.

## **Incentives to Obligate Funds**

None

## **Actions to Take if Funds are not Obligated**

### **Withdraw project if progress is not made**

- + Sponsors will be motivated if withdrawal is perceived as a real threat.
- + Definitive action – funds will be available to reprogram.
- Funds are still not obligated.
- Favors transit projects, which appear as 100% obligated once the funds are flexed from FHWA to FTA.
- Traditional reluctance to withdraw funds.
- Possible waste of funds if projects are withdrawn after projects are partially completed. Alternatively, sponsors may be burdened with repaying federal funds expended.
- Possibility of uneven treatment of projects – more influential sponsors are more likely to not have projects withdrawn.
- If judgment is applied, how to distinguish between projects that encounter obstacles versus projects that are dead in the water.
- Tends to favor simple, easy to complete projects; innovation will suffer.

### **Move project funding year if progress is not made**

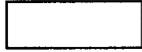
- + Program of projects is preserved – projects that had the best air quality impact are still funded.
- + Less likely to get into disputes over moving projects compared to withdrawing them.
- Funds are still not obligated.
- Projects can languish indefinitely.
- Projects that have been pushed back may become ready, but will not be able to proceed.
- Favors transit projects, which appear as 100% obligated once the funds are flexed from FHWA to FTA.
- Significant CMAP staff time required to monitor and adjust project status.

### **Swap funds from projects that are not progressing to projects that are ready to go**

- + Program of projects is preserved – projects that had the best air quality impact are still funded.
- + Less likely to get into disputes over moving projects compared to withdrawing them.
- + Funds get obligated more quickly.
- Projects can languish indefinitely.
- Favors transit projects, which appear as 100% obligated once the funds are flexed from FHWA to FTA.
- Large amount of CMAP staff time required to monitor and adjust project status and actively move projects from year to year.



Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patronsky, Chief of the CMAQ Program  
Douglas Ferguson, TIP Division Cadre  
**Date:** June 23, 2006  
**Subject:** CMAQ Project Change Requests

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Nine sponsors have requested project changes, including cost changes. The net change in the federal amount programmed resulting from these changes is a \$158,245 decrease.

**Pace – Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005)**

The sponsor (Pace, with participation of the TMA of Lake Cook) is requesting that the funds be used to provide additional peak-hour reverse commute service in the corridor. The funds to be used are \$ 143,565 federal.

This project was approved in 2002 for \$200,000 federal (\$250,000 total) as a demonstration. The intent was to test the feasibility of mid-day shuttle service in the Lake-Cook transportation management area, using two vehicles for a period of eighteen months.

Since project was originally a demonstration, no emissions benefits were estimated. However, demonstration projects do require an evaluation to determine whether or not similar projects merit funding. A final evaluation of the original demonstration is attached. It would appear from the evaluation that traditional reverse commute shuttles are more effective, at least in the present situation.

- **Consider approving the scope change for Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005), to include conventional peak-hour reverse commute services.**

**Metra – Joliet Station Parking - RID and MHC Lines (TIP ID 18-04-0573)**

Metra (Joliet) is requesting a scope change for the Joliet Station Parking - RID and MHC Lines commuter parking project reducing the number of spaces from 200 to 122. The scope change is a result of changes in the parcels available for the

project. Offsetting the reduction in the number of spaces, additional construction costs have resulted in the overall project cost being the same.

The project was programmed for \$560,000 (federal) in FY 2004 for construction.

The scope change would raise the cost per ton of VOC eliminated to \$41,903 from the original amount of \$25,561. As the revised ranking sheet indicates, the project's rank would drop from 2<sup>nd</sup> to 3<sup>rd</sup> among 2004 commuter parking proposals. The proposal that would now rank above the project was also funded in 2004.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the scope change for Joliet Station Parking - RID and MHC Lines (TIP ID 18-04-0573), reducing the number spaces from 200 to 122.**

**West Chicago – Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003)**

This project was approved in FY 2006 for \$1,280,000 in federal funds, (\$25,600,000 total project cost). West Chicago informed CATS staff in January that the project was to be withdrawn. A letter has been received confirming this.

**Recommendation to the CMAQ Project Selection Committee:**

- **Accept the withdrawal of Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003).**

**Hoffman Estates – IL 62/Algonquin Road and Ela Road Sidewalks (TIP ID 03-02-0008)**

This project was originally programmed for \$60,000 federal (\$75,000 total) in 2002. The project was on the April 28, 2006 letting, the low bid was \$118,700. Hoffman Estates is requesting an additional \$34,500 federal to cover the increased costs.

The revised project was re-evaluated against other FY 2002 pedestrian facility projects. The revised cost per ton of VOC eliminated is \$118,700. The results can be found on the accompanying cost increase analysis sheets. Compared to other pedestrian facility projects, the project would remain the same in the rankings at sixth.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the cost change for project (TIP ID 03-02-0008), increasing the programmed amount by \$34,500 federal from \$60,000 federal (\$75,000 total) to \$94,500 federal (\$118,700 total).**

#### **Tinley Park – Regional Rideshare Incentives Program (TIP ID 13-99-0005)**

This project was originally programmed for \$148,000 federal (\$275,000 total) in 1999 and 2001 with CATS as the sponsor. In 2005, the project was transferred to Tinley Park to facilitate the execution of agreements with local area employers for rideshare programs.

Tinley Park now requests a sponsor change for the project to Pace. Pace is assuming responsibility for ridesharing activities in the region. Pace has indicated a willingness to take on this responsibility.

#### **Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the sponsor change for Regional Rideshare Incentives Program (TIP ID 13-99-0005), transferring the project from Tinley Park to Pace.**

#### **Metra – Ingleside station parking (TIP ID 18-04-0562) and Fox Lake – Fox Lake Station Parking (TIP ID 18-03-3558)**

The Ingleside Station Parking project was originally programmed for \$140,000 federal (\$175,000 total) in 2004. After finalizing plans, construction cost estimates are estimated at \$325,000 which is \$150,000 more than originally estimated. The reasons for the increase costs include the increase in material costs and a required underground storm water detention.

Metra requests the transfer of \$120,000 federal (\$150,000 total) from the Fox Lake Station Parking (TIP ID 18-03-3558) project to the Ingleside project. The Fox Lake project has been delayed by a site location problem. Metra holds that the remaining \$200,000 federal (\$250,000 total) for the Fox Lake project will remain with the project and that a scope change request will be submitted to the Committee as soon as it is ready.

The revised Ingleside project was re-evaluated against other FY 2004 commuter parking projects. The revised cost per ton of VOC eliminated is \$31,544. The results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would drop in the rankings from first to second. Four commuter parking projects that were funded that year would remain below the project.

#### **Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the cost change for Ingleside station parking (TIP ID 18-04-0562), increasing the programmed amount by \$120,000 federal from \$140,000 federal (\$175,000 total) to \$260,000 federal (\$325,000 total).**

**CDOT – Commuter Bike Parking and Encouragement (TIP ID 01-01-0012) and Bike Parking (TIP ID 01-94-0045)**

The Bike Parking project (TIP ID 01-94-0045) has been programmed five times over the years, most recently in 2006. The total funds programmed is \$2,388,978 federal.

To facilitate the design and construction of a bicycle station, CDOT is requesting to transfer the funds remaining in Commuter Bike Parking and Encouragement (TIP ID 01-01-0012) to 01-94-0045. 01-01-0012 has been awarded out of the TIP. Its remaining balance is \$16,749 federal, which will partially pay for engineering costs.

In addition, CDOT is requesting that the scope of 01-94-0045 be clarified to explicitly include bicycle stations. The 2006 application included in its scope, “Indoor long-term bicycle parking at CTA and Metra stations” This phrasing is primarily focused on racks, but CDOT wishes to extend it to include stations as well.

This action will not change the amount of CMAQ funds required. Since a bicycle station was explicitly included in 01-01-0012, the overall emissions benefits are unchanged.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the transfer of \$16,749 (federal) funds from Commuter Bike Parking and Encouragement (TIP ID 01-01-0012) and Bike Parking (TIP ID 01-94-0045). Consider approving the scope clarification for 01-94-0045 to include bicycle stations.**

**Oak Forest – Oak Park Ave from 159th to 151st and at 147th St (TIP ID 07-99-0009)**

The City of Oak Forest is requesting a cost increase for the Oak Park Ave from 159th to 151st and at 147th St intersection improvement project in the amount of \$492,400 federal. The increased costs are a result of bids opened June 16<sup>th</sup>.

The project was programmed for \$81,000 (federal) in FY 1999 for engineering I and \$2,398,000 (federal) in FY 2002 for engineering II, right-of-way and construction. In November 2004 the project received a cost increase in the

amount of \$526,200 (federal) and in September, 2005 it received a cost increase of \$522,400 (federal).

The requested cost increase would raise the cost per ton of VOC eliminated to \$165,468 from the original amount of \$123,698. As the revised ranking sheet indicates, the rank of the project would remain the same at 4<sup>th</sup> among 2002 intersection improvement projects. The project would still rank better than seven other intersection improvement projects that received funding.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the cost change for Oak Park Ave From 159th to 151st and at 147th St (TIP ID 07-99-0009), increasing the programmed amount by \$492,400 federal from \$3,527,600 federal (\$4,409,500 total) to \$4,020,000 federal (\$5,025,000 total).**

**Evanston – Ridge, Church and Davis Streets Signal Interconnect (TIP ID 02-99-0006)**

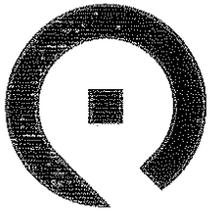
Evanston is requesting a cost increase for the Ridge, Church and Davis Streets signal interconnect project in the amount of \$474,855 federal. The increased costs are a result of delays in implementing the project.

The project was programmed for \$148,000 (federal) in FY 1999 for engineering II and \$1,559,000 (federal) in FY 2001 for construction.

The cost increase would raise the cost per ton of VOC eliminated to \$184,450 from the original amount of \$144,338. As the revised ranking sheet indicates, the project's rank would drop from 38<sup>th</sup> to 39<sup>th</sup> among 2001 signal interconnect proposals. The proposal that would now rank 38<sup>th</sup>, Sheridan Road Corridor Signal Interconnect, was also an Evanston proposal. It was also submitted for CMAQ funding in 2003, but was not funded.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider the cost change for Ridge, Church and Davis Streets Signal Interconnect (TIP ID 02-99-0006), increasing the programmed amount by \$474,855 federal from \$1,707,800 federal (\$2,135,000 total) to \$2,182,655 federal (\$2,728,319 total).**



**pace**

A Fresh Approach To Public Transportation

Thomas J. Ross  
**Executive Director**

February 9, 2006

Mr. Ross Patronskey  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
233 S Wacker Drive Ste 800  
Chicago, Illinois 60606

Re: Transfer of CMAQ funds

Dear Mr. Patronskey:

Pace is requesting the transfer of \$154,281.25 in CMAQ funds (Grant 10-02-0005) previously allocated to route 641 to proposed route 627. Route 641 Lake Cook Midday service began in October, 2004 and provided service between Discover Financial Services in Riverwoods, Lake Cook Road Metra Station and Braeside Metra Station. Funding for the service was provided through the CMAQ Grant, the TMA of Lake Cook, and Discover Financial Services. Productivity for the first Quarter of 2005 was 3.6 compared to the minimum standard of 12.0. Subsidy per rider was \$26.18 compared to the minimum standard of \$5.00. Farebox recovery ratio was 1%. The TMA and Discover Financial requested the route be discontinued due to poor performance. Route 641 was discontinued on October 21, 2005.

Proposed route 627 would provide weekday service for reverse commuters traveling between Deerfield and Lake Forest Metra Stations on the Milwaukee North Line and Conway Park. It would operate two A.M. peak and two P.M. peak trips on weekdays. Route 627 will benefit reverse commuters in three ways. First, the greater number of trains operated on the Milwaukee North line will fill the P.M. reverse commute gap that exists from current shuttles (Route 574 & Route 625) that serve the Union Pacific North line. Second, Route 627 could abate crowding problems on Route 574. Third, Route 627 will make Conway Park accessible by public transportation for people living adjacent to the Milwaukee North line.

Pace believes this new route would bridge the current service gaps in addition serve Conway Park which is currently inaccessible to transit service. Should you have any questions feel free to call me at 847-228-4249.

Sincerely,

Lorraine Snorden  
Department Manager, Planning Services

## MEMORANDUM

---

**To:** Ross Petronsky, CATS  
**From:** Lorraine Snorden, Pace/Bill Baltutis TMA  
**Re:** CMAQ funding request  
(TIP ID 10-02-005)  
**Date:** June 1, 2006

---

TMA & Pace are requesting the CMAQ committee approve the transfer of estimated \$143,565 of CMAQ funds currently earmarked for a Mid-Day Shuttle service (TIP ID 10-02-005) to fund a new shuttle project on Lake Cook Road serving Takeda and Discover for a period of up to two years. Per our records :

Total funds allocated	\$250,000
Funds expended	106,435
Funds remaining	\$ 143,565

Attached contains project evaluation of the Mid-Day Shuttle and ridership projection.

Please include this proposal on the upcoming June 2006 CMAQ Committee agenda.

Contact us if you have any other questions

Lorraine Snorden, Pace Suburban Bus - phone: 847-228-4249  
Bill Baltutis, TMA of Lake Cook - phone: 847-948-4023

## **Midday Shuttle Evaluation**

### **TIP ID 10-02-005**

#### **Background**

This project was proposed in 2001 and approved by CATS in 2002 as a CMAQ demonstration project (\$250,000 total funds/\$200,000 federal) to determine the market feasibility of implementing a mid-day shuttle service for employers in the Lake Cook Corridor to access Metra's Lake Cook station on the Milwaukee District North Line.

The project was terminated in October 2005 after operating for approximately one year due to low ridership on the route. The project was originally conceived to operate 2 shuttles with support from major firms in the corridor to meet the employment needs of non-peak travel and provide an opportunity for employees to seek employment in the off peak period and utilize public transportation.

#### **Service Plan**

Pace initiated midday shuttle service on October 4, 2004 between Discover and Metra's Lake Cook station. Shuttle service was provided on an hourly basis from 9:30 AM to 3:30 PM.

#### **Ridership**

Ridership for the service was low. The average daily ridership for the 13 month demonstration period was 12 daily trips in 2004(Oct-Dec) & 16 daily trips in 2005(Jan-Oct) The ridership did not exceed the PACE/TMA benchmark of ridership exceeding 40 or more trips per day. As a comparison, average daily ridership in 2005 on the 8 shuttles that serve employers is 106.5 trips and 205 daily trips for shuttle #1, which service Discover/CCH

Factors impacted the low ridership include:

#### **Delay in project initiation**

The original project sponsor, LCDOT was withdrawn from the project and replaced by Pace in late 2003. Pace took over responsibility as local agency sponsor and initiated service in October 2004.

#### **Change in market conditions & anticipated demand**

After 2001 the region suffered a recession and the employment needs of new hires was significantly diminished. Firms who were originally supportive of the project dropped out of participation. Two firms that originally supported the project moved out of the corridor, which also diminished potential demand. Also another sponsor, Buffalo Grove later withdrew their support. One major firm, Discover Financial still supported the project and contributed funding to the local share and it was decided to move forward with the project based on the anticipated needs to serve a large employment base of nearly 4,000 employees.

## **Shuttle Proposal**

TMA/Pace propose to operate a new shuttle to serve both Discover & Takeda. Pharmaceuticals to access the Lake Cook Metra station on the Milwaukee District North Line This new shuttle will handle the overcrowding conditions that exist for Discover shuttle service (Route 1) as well as the new demand that will result commuting employees from the new 1.2 million sq ft. facility Takeda is currently building. Initial occupancy of estimated 1,200 employees is anticipated to occur in September/October 2006.

Employee populations to be served:

Discover	1,800(1/2)
Takeda	1,200
Total	3,000

## **Ridership Projections**

Estimated Ridership (a) 150 to 90 daily trips  
Daily Trips Eliminated (b) 73.5-63.0 daily trips

(a) Ridership estimation based on past survey data and shuttle studies. In general estimated ridership ranges for a shuttle service ranges from 3-5% of the 3,000 employee population being served. This estimation may be low in that the ridership from Takeda will be from an employee population who are relocating from various sites and may be more amenable to taking to transit and hence taking the shuttle.

(b) Daily trips eliminated

Data derived from 2004 Shuttle Bug survey. In a survey nearly 70% of respondents indicated that they drove alone to work before taking the shuttle.

OFFICE OF THE CITY MANAGER  
JOHN M. MEZERA  
CITY MANAGER  
PHONE 815/724-3720  
FAX 815/724-3737

CITY OF



JOLIET

RECEIVED

150 WEST JEFFERSON STREET  
JOLIET, ILLINOIS 60432-4158

APR 27 2006

C.A.T.S.

April 24, 2006

Mr. Ross Patronsky  
Chief of the CMAQ Program  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

**RE: FY 2004 CMAQ – CP 12041105**

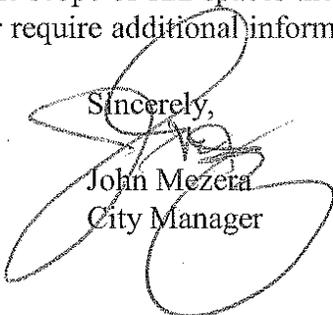
Dear Mr. Patronsky:

The City of Joliet received a FY 2004 CMAQ grant in the amount of \$700,000 for the construction of 200 commuter parking spaces on three separate parcels near Joliet Union Depot. As we proceeded through the design process, it became apparent that the desired number of spaces was unattainable. As a result, we respectfully request a scope revision to reduce the number of commuter parking spaces to 122.

The scope revision is required for the following reasons. First, one parcel is unavailable and a second parcel will be included in a larger parking project with SAFTETEA-LU Discretionary Funds. Secondly, and most importantly, the project encountered significant costs toward addressing underground detention, drainage and embankment wall issues for the parcel that will yield the most parking spaces for the available funds. These issues gave us no alternative but to reevaluate the project and downsize the scope. The demand to add commuter parking is urgent, given the existing commuter parking facilities are at capacity. After evaluating the situation, the need to move forward with this parking project is of utmost importance to addressing the shortage.

The City has ownership of the parcel for the revised project and is ready to move forward once approval is granted. To accomplish the scope of 122 spaces the full grant amount of \$700,000 is needed. If you have any questions, or require additional information, please call me at 815-724-3720.

Sincerely,

  
John Mezera  
City Manager

cc: Lynne Corrao, Metra  
Jack Groner, Metra

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **18-04-0573**

Description: **Metra – Joliet Station Parking - RID and MHC Lines**

### Ranking Computation

	2004 Award	2006 Scope Change
Tons VOC eliminated	36.5797	22.3136
Cost	\$ 935,000	\$ 935,000
\$/Ton VOC eliminated	\$ 25,561	\$ 41,903
Rank	2	3

### Project Expenses

	Federal Share	Total	Fed %	Basis
2004 Award	\$ 560,000	\$ 700,000	80.0%	Approved project
2006 Scope Change	\$ 560,000	\$ 700,000	80.0%	No change in cost
Increase Amount	\$ -	\$ -		

# Chicago Area Transportation Study

## TIP Division

### Reranking of project 18-04-0573: Metra – Joliet Station Parking - RID and MHC Lines

		FY 2004 CMAQ Program - Commuter Parking			
CMAQ ID	Facility to be Improved	Total \$	Federal \$	\$/Ton VOC	Select
CP10041090	Metra-Ingleside Station Parking	\$175,000	\$140,000	\$17,749	\$140,000
CP12041105	Metra-Joliet Station Parking - RID and MHC Lines	\$700,000	\$560,000	\$25,561	\$560,000
CP08041103	Metra-Lombard Station Parking - UP-W Line	\$680,000	\$544,000	\$40,139	\$544,000
<b>Metra-Joliet Station Parking - RID and MHC Lines with scope change</b>		<b>\$935,000</b>	<b>\$560,000</b>	<b>▼ \$41,903</b>	
CP02041000	Glenview-Compass Rd - South Metra Commuter Parking Lot	\$1,074,150	\$859,320	\$55,922	
CP01041101	Metra-99th St - Beverly Station Parking - RID Line -Beverly Branch	\$675,000	\$540,000	\$73,546	\$540,000
CP09040787	Montgomery-Montgomery Park & Ride at US 30 and IL 31	\$3,250,000	\$2,600,000	\$75,190	
CP08041099	Metra-Hinsdale Station Parking - BNSF Line	\$2,200,000	\$1,760,000	\$174,956	
CP01041092	Metra-Parking at Mont Clare, Mars, Galewood, and Hanson Park Stations - Milwaukee West Line	\$1,000,000	\$800,000	\$209,461	\$800,000
CP01041108	Metra-Grayland Station Parking - Milwaukee North Line	\$750,000	\$600,000	\$344,887	\$600,000



475 Main Street · West Chicago, IL 60185

Phone: [630] 293-2200 · Fax: [630] 293-3028

Website: [www.westchicago.org](http://www.westchicago.org)

May 3, 2006

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

**MICHAEL R.  
FORTNER**  
MAYOR

RE: Project ID BE08062601

Dear Mr. Patronsky:

**NANCY M.  
SMITH**  
CITY CLERK

Last November, the West Chicago City Council amended its Priority List to remove the Washington Street-McConnell Drive Grade Separation Project, thereby terminating any further involvement in that project. Therefore, please accept this letter as the City's official notice declining the \$1,280,000 in CMAQ funds allocated for the Phase II engineering of this project.

**DONALD F.  
EARLEY**  
CITY TREASURER

That being said, the City of West Chicago strongly supports DuPage County's proposed grade separation project for the Kautz Road-Route 38 and Union Pacific at-grade crossings, and we would like to see the CMAQ funds originally allocated for Washington Street-McConnell Drive project be redirected to that extremely beneficial project.

**MICHAEL L.  
GUTTMAN**  
CITY  
ADMINISTRATOR

Please let me know if you have any questions.

Sincerely,

Michael R. Fortner  
Mayor

C: Michael Guttman, City Administrator  
Robert Flatter, Public Works Director  
John Kos, Director of Transportation, DUDOT



# HOFFMAN ESTATES

GROWING TO GREATNESS

May 11, 2006

Mr. Ross Patronsky  
Chief, CMAQ Program  
Chicago Area Transportation Study  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

RECEIVED

MAY 17 2006

C.A.T.S.

**RE: REQUEST FOR ADDITIONAL CMAQ FUNDS**  
**IL 62/ALGONQUIN ROAD & ELA ROAD SIDEWALKS** 03-02-0008

Dear Mr. Patronsky:

The Village of Hoffman Estates went out to bid for a CMAQ sidewalk project on IL 62/Algonquin Road and Ela Road. The IDOT bid opening was on April 28, 2006. The low bid amount was higher than the engineer's cost estimate. As such the Village would like to request additional CMAQ funds for this project.

The CMAQ portion programmed to the Village of Hoffman Estates in 2002 was \$60,000 based on an estimated project cost of \$75,000 at that time. After final IDOT review with additional work added to the scope of the project, the Village's estimate increased to \$91,500. At the time of preparing the project for bid in January 2006, the Village of Hoffman Estates was still confident that the estimate was within reason.

Four contractors submitted bids for the April 28, 2006 Letting. The lowest bid amount was \$118,700. After the IDOT's Central Office reviewed the bids, it was determined that all of the bidders had the same four higher priced items; earth excavation, topsoil, sod and pavement markings. The relatively small quantities of these items, the likelihood of subcontracting these out, in addition to the recent rising cost of fuel reflected in other road construction bids all contribute to the higher cost. It also needs to be noted that while the original estimate was submitted to the CMAQ Project Selection Committee in February 2001 with anticipated construction in 2002, the Village felt actual bids would still be closer to the original estimate. For these reasons we chose to not request additional CMAQ funds in January 2006.

1900 Hassell Road  
Hoffman Estates, Illinois 60195  
[www.hoffmanestates.org](http://www.hoffmanestates.org)

Phone: 847-882-9100  
Fax: 847-882-2621

William D. McLeod  
MAYOR

Rodney R. Rusakiewicz  
TRUSTEE

Fred Crespo  
TRUSTEE

Karen V. Mills  
TRUSTEE

Cary J. Collins  
TRUSTEE

Virginia Hayter  
VILLAGE CLERK

Lloyd H. Boester  
TRUSTEE

Raymond M. Kincaid  
TRUSTEE

James H. Norris  
VILLAGE MANAGER

At this time, the Village of Hoffman Estates is requesting the CMAQ Project Selection Committee to authorize an increase in federal funding from \$60,000 to a maximum of \$94,500 to reflect 80% of the current low bid. We would be happy to discuss this with you in more detail and provide back-up information as needed.

If you should have any questions, please do not hesitate to call. We will look forward to hearing from you on when the Project Selection Committee might consider this request and render a decision.

Sincerely,



Michael Hankey, P.E.

Director of Transportation and Engineering Division

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **03-02-0008**

Description: **Hoffman Estates-IL 62/Algonquin Road and Ela Road Sidewalks**

### Ranking Computation

	2002 Award	2006 Increase
Tons VOC eliminated	0.1994	0.1994
Cost	\$ 75,000	\$ 118,700
\$/Ton VOC eliminated	\$ 376,106	\$ 595,251
Rank	6	6

### Project Expenses

	Federal Share	Total	Fed %	Basis
2002 Award	\$ 60,000	\$ 75,000	80.0%	Approved project
2006 Increase	\$ 94,500	\$ 118,700	79.6%	Letter from Village
Increase Amount	\$ 34,500	\$ 43,700		

Note

# Chicago Area Transportation Study

## TIP Division

### Reranking of project 03-02-0008: Hoffman Estates-IL 62/Algonquin Road and Ela Road Sidewalks

		FY 2002 CMAQ Program - Pedestrian Facility			
CMAQ ID	Facility to be Improved	Total \$	Federal \$	\$/Ton VOC	Select
BP0357	Palatine-US14/Northwest Highway Transit Access Sidewalk	\$ 200,000	\$ 180,000	\$ 97,281	\$ 180,000
BP0868	Villa Park-South Villa Avenue Sidewalks From Madison Street to IL38/Roosevelt Road	\$ 308,000	\$ 246,000	\$ 225,077	\$ 246,000
BP0416	Northlake-Belle Drive Sidewalks Form Alvin to Hillside Avenue	\$ 340,000	\$ 272,000	\$ 248,742	\$ 272,000
BP0356	Palatine-Harper College Sidewalks	\$ 135,000	\$ 108,000	\$ 260,801	\$ 108,000
BP0615	Justice-Archer Road Sidewalk From Cork Drive to 71st Street	\$ 385,000	\$ 308,000	\$ 268,490	\$ 308,000
BP0359	Hoffman Estates-IL62/Algonquin Road and Ela Road Sidewalks	\$ 75,000	\$ 60,000	\$ 376,106	\$ 60,000
<b>Hoffman Estates-IL62/Algonquin Road and Ela Road Sidewalks with increase</b>		<b>\$ 118,700</b>	<b>\$ 94,500</b>	<b>\$ ↓ 595,251</b>	
BP0856	Villa Park-Roosevelt Road Sidewalk From Ardmore Avenue to Michigan Avenue	\$ 435,000	\$ 348,000	\$ 896,535	\$ 348,000
BP0846	Oakbrook Terrace-22nd Street Sidewalk From IL83 to IL56	\$ 426,000	\$ 341,000	\$ 955,031	\$ -
BP0867	Lisle-US34/Ogden Avenue Sidewalk From Radcliff Road to Ivanhoe Avenue	\$ 807,000	\$ 646,000	\$ 1,030,854	\$ -
BP0343	Hanover Park-US20/Lake Street Underpass	\$1,700,000	\$ 1,200,000	\$ 1,061,019	\$ -
BP0748	East Hazel Crest-171st Street Sidewalk From Wood Street to Ashland Avenue	\$ 508,000	\$ 352,000	\$ 1,315,600	\$ 352,000
BP1121	Woodstock-Kishwaukee Valley Road/Jackson Street Sidewalks	\$ 285,000	\$ 200,000	\$ 1,749,021	\$ -
BP1122	Algonquin Township-Algonquin Township Sidewalks	\$ 750,000	\$ 600,000	\$ 3,041,538	\$ 600,000
BP1117	Greenwood-Greenwood Road Sidewalks From Greenwood Elementary School to West Wonder Lake Rd	\$ 133,000	\$ 106,000	\$ 95,860,246	\$ -



June 7, 2006

RECEIVED

JUN 13 2006

C.A.T.S.

**Village President**  
Edward J. Zabrocki

**Village Clerk**  
Frank W. German, Jr.

**Village Trustees**  
Patrick E. Rea  
David G. Seaman  
Gregory J. Hannon  
Michael H. Bettenhausen  
Matthew J. Heffernan  
Brian S. Maher

**Village Hall**  
16250 S. Oak Park Ave.  
Tinley Park, IL 60477

**Administration**  
(708) 444-5000  
Fax: (708) 444-5099

**Building & Planning**  
(708) 444-5100  
Fax: (708) 444-5199

**Public Works**  
(708) 444-5500

**Police Department**  
7850 W. 183rd St.  
Tinley Park, IL 60477  
(708) 444-5300/Non-emergency  
Fax: (708) 444-5399

**John T. Dunn**  
**Public Safety Building**  
17355 S. 68th Court  
Tinley Park, IL 60477

**Fire Department & Prevention**  
(708) 444-5200/Non-emergency  
Fax: (708) 444-5299

**EMA**  
(708) 444-5600  
Fax: (708) 444-5699

**Senior Community Center**  
(708) 444-5150

www.tinleypark.org

Mr. Ross Patronsky  
Chief CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, IL 60606

Dear Mr. Patronsky:

The Village of Tinley Park requests the transfer of fiscal agent responsibility for the Congestion Management and Air Quality (CMAQ) funded Employer Ridershare Program (#13-99-005) from Chicago Area Transportation Study (CATS) to PACE. The project currently has \$240,000 in obligated funds remaining for ridershare initiatives. This agreement was approved at the Village Board meeting held on June 6, 2006.

Should you have any questions, please feel free to contact me.

Sincerely,

Scott R. Niehaus  
Village Manger

SRN:jc

cc: Donald Kopec, CATS  
Jose Rodriguez, CATS





June 8, 2006

**RECEIVED**

**JUN 16 2006**

**C.A.T.S.**

Mr. Ross Patronskey  
Chief of the CMAQ Program  
Chicago Area Transportation Study (CATS)  
233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

- Re: (1) Fox Lake Station Parking Project  
Metra Project TP-3558  
CATS TIPID 18-03-3558 (Sponsor: Village of Fox Lake)
- (2) Ingleside Station Parking Project  
Metra Project CL-3878  
CATS TIPID 18-04-0562 (Sponsor: Metra)

Dear Mr. Patronskey:

This letter is in support of Metra's efforts to have part of the approved CMAQ construction grant for the Fox Lake Station Parking Project (TIP No. 18-03-3558) transferred to the construction of the Ingleside Station Parking Project (TIP No. 18-04-0562).

After finalization of 100% plans for Ingleside, the cost of construction was estimated at \$325,000, exceeding the original CMAQ grant amount of \$175,000 by an amount of \$150,000. The unanticipated cost increase is due to the following:

- To comply with the Lake County Storm Water Permitting Requirements, underground storm water detention will be provided, although not anticipated at the time of the CMAQ funding application. This has increased the construction cost of sewer facilities by \$ 47,000.
- The global escalation in petroleum prices has adversely impacted the market price of bituminous concrete, increasing the estimated cost of bituminous materials for this project by \$ 16,000.
- The per parking space cost of \$3,500 as estimated at the time of CMAQ funding application, was based on construction costs prevailing in 2003-2004. Due to the general escalation in construction costs such as labor, materials and equipment, the cost of constructing a parking space (in year 2006) is estimated to cost approximately \$5,240. The total increase in cost due to escalation in construction costs will be approximately \$87,000.

Mr. Ross Patronsky, CATS

June 8, 2006

p. 2 of 2

As a result of the above factors, the total additional funding needed to construct the proposed Ingleside facility will be \$150,000. It is the position of the Village and Metra that as current parking capacity at Ingleside is inadequate to meet the current parking demand at this facility, it would be more prudent to increase the funds available for this project than to reduce the number of spaces to be constructed.

This increase can be provided from the Fox Lake project. In 2005, the CMAQ Project Selection Committee approved a scope change for the facility at Fox Lake, with the project location moving to the Oak Street-Nippersink Road site. However, this site is not presently available. Consequently, the Village is examining potential alternative sites for this project.

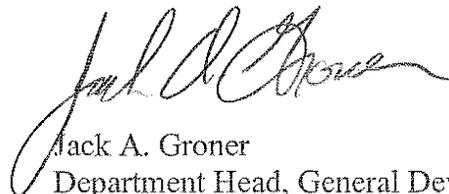
At this time the Village and Metra jointly propose that \$150,000 be transferred from Fox Lake (18-03-3558) to Ingleside (18-04-0562), for construction costs at the latter location. The \$250,000 remaining in 18-03-3558 will continue to be available for the Fox Lake project, and a scope clarification for that project will be submitted to CATS as soon as it is ready.

If you have any questions or need any additional information, please call Jack Groner at (312) 322-6643.

Respectfully,



Cindy Irwin  
Mayor  
Village of Fox Lake



Jack A. Groner  
Department Head, General Development  
Metra

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **18-04-0562**

Description: **Metra - Ingleside station parking**

### Ranking Computation

	2004 Award	2006 Increase
Tons VOC eliminated	10.8738	10.8738
Cost	\$ 193,000	\$ 343,000
\$/Ton VOC eliminated	\$ 17,749	\$ 31,544
Rank	1	2

### Project Expenses

	Federal Share	Total	Fed %	Basis
2004 Award	\$ 140,000	\$ 175,000	80.0%	Approved project
2006 Increase	\$ 260,000	\$ 325,000	80.0%	Letter from Metra
Increase Amount	\$ 120,000	\$ 150,000		

Note

# Chicago Area Transportation Study

## TIP Division

### Reranking of project 18-04-0562: Metra - Ingleside station parking

		FY 2004 CMAQ Program - Commuter Parking			
CMAQ ID	Facility to be Improved	Total \$	Federal \$	\$/Ton VOC	Select
CP10041090	Metra-Ingleside Station Parking	\$175,000	\$140,000	\$17,749	\$140,000
CP12041105	Metra-Joliet Station Parking - RID and MHC Lines	\$700,000	\$560,000	\$25,561	\$560,000
<b>Metra-Ingleside Station Parking with increase</b>		<b>\$343,000</b>	<b>\$260,000</b>	<b>\$31,544</b>	
CP08041103	Metra-Lombard Station Parking - UP-W Line	\$680,000	\$544,000	\$40,139	\$544,000
CP02041000	Glenview-Compass Rd - South Metra Commuter Parking Lot	\$1,074,150	\$859,320	\$55,922	
CP01041101	Metra-99th St - Beverly Station Parking - RID Line -Beverly Branch	\$675,000	\$540,000	\$73,546	\$540,000
CP09040787	Montgomery-Montgomery Park & Ride at US 30 and IL 31	\$3,250,000	\$2,600,000	\$75,190	
CP08041099	Metra-Hinsdale Station Parking - BNSF Line	\$2,200,000	\$1,760,000	\$174,956	
CP01041092	Metra-Parking at Mont Clare, Mars, Galewood, and Hanson Park Stations - Milwaukee West Line	\$1,000,000	\$800,000	\$209,461	\$800,000
CP01041108	Metra-Grayland Station Parking - Milwaukee North Line	\$750,000	\$600,000	\$344,887	\$600,000



City of Chicago  
Richard M. Daley, Mayor

Department of Transportation

30 North LaSalle Street  
Suite 1100  
Chicago, Illinois 60602-2570  
(312) 744-3600  
(312) 744-7215 (TTY)

[www.cityofchicago.org/transportation](http://www.cityofchicago.org/transportation)

June 20, 2006

Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Subject: Chicago Racks and Lockers Projects

Dear Mr. Patronsky:

I am writing to request CATS' approval to consolidate the remaining federal CMAQ funds from the Commuter Bicycle Parking and Promotion project (TIP ID 01-01-0012) into the Chicago Racks and Lockers project (TIP ID 01-94-0045).

This will allow full use of programmed funds, improve tracking, and be consistent with the current TIP (01-01-0012 has been awarded out of the TIP).

We also request confirmation that the scope element to provide bike parking at CTA and Metra stations in the 2006 element of 01-94-0045, can be interpreted to include development of bicycle stations near transit hubs, which can include bike parking, showers and/or changing facilities. Such facilities were explicitly included in 01-01-0012. Establishing another bicycle station is a priority strategy in Chicago's new *Bike 2015 Plan*.

Please contact Keith Privett at (312) 744-1981 if you require further information on this matter.

Sincerely,

Luann Hamilton  
Deputy Commissioner

KP/BG

cc: M. Bieszat, CDC/T  
B. Gomberg, CDOT  
K. Privett, CDOT  
D. Seglin, CDOT

Z. Haider, IDOT  
J. Skvarla, IDOT





C I T Y O F O A K F O R E S T  
P U B L I C W O R K S D E P A R T M E N T

15440 South Central Avenue  
Oak Forest, Illinois 60452-2195  
708.535.4090 • Fax: 708.687.2028  
www.oak-forest.org

June 20, 2006

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street; 2<sup>nd</sup> Floor  
Chicago, Illinois 60606

RE: Oak Forest - Oak Park Avenue  
Section No: 99-00073-00-WR  
TIP No: 07-99-0009

Mr. Patronsky:

Congestion Mitigation and Air Quality funds in the amount of \$3,527,600 (federal share) have been previously appropriated for the Oak Park Avenue project through the cooperation of the CMAQ Project Selection Committee prior to the bid letting. Phase 1 preliminary engineering, land acquisition, and Phase 2 preliminary engineering has been completed. Additionally, we have recently received the results of the State's bid letting held on June 16, 2006. The results were unfortunately higher than anticipated and the completion and success of the project is now in jeopardy. We have enclosed a spreadsheet provided to us by our engineers that details the project's current costs. As a result of the bid, we are requesting an additional \$492,400 federal share that would bring the total to \$4,020,000 federal share so that the project can move forward to construction.

We have received information from the Illinois Department of Transportation that the most significant cost overage in the bid results was aggregate materials. Discussions with the local contractors have indicated that there is a significant demand for aggregate which is not being met, or if it is supplied it is at premium rates. We also understand that increased gas prices continue to impact the road material costs directly and indirectly through shipping and machine operations.

The project was bid by three contractors, with only four taking interest in the bid documents. Our engineers have suggested that the lack of bidders in the letting have resulted in non-competitive pricings. As we understand, a few major heavy-

FILE: OAK PARK AV9

"Pride in Our Past... Faith in Our Future"



## C I T Y O F O A K F O R E S T

## P U B L I C W O R K S D E P A R T M E N T

15440 South Central Avenue  
Oak Forest, Illinois 60452-2195  
708.535.4090 M. Patrosky  
www.oak-forest.org

result, it seems there are fewer contractors available to complete the work in our area, yet the amount of local work, compounded by the current and upcoming Interstate and Tollway work, remains high.

Additionally, we are aware that the remaining construction firms may have been negatively impacted on previous projects by material costs increasing during their construction. It is understood that they may be attempting to recover from their recent losses and projecting unknown material increases by escalating the bid prices.

We have discussed with our engineer the possibilities of restructuring the project and requesting a re-bid, or just re-bidding it as is but at a later, potentially more lucrative time of the year. They have conjectured that there is too much variability in the market place to anticipate a lowering of bid results based on time alone. They also feel that restructuring the project or phasing it would increase the cost of the project beyond what is currently required to move it forward.

For these reasons, we believe the best approach to constructing these improvements is additional CMAQ funding. We respectfully request that the CMAQ Committee consider increasing the funding to meet the revised estimate of cost in the amount of \$5,025,000 (Federal Share \$4,020,000). This is an additional \$492,400 in Federal Share CMAQ funds over previous appropriations.

If you have any questions or require additional information, do not hesitate to contact us.

Sincerely,

JoAnn Kelly  
Mayor

Encl.

Cc: Roger Valente, P.E. – Bureau of Programming, IDOT  
Chad Riddle, P.E. – Bureau of Local Roads and Streets, IDOT  
Jessica Miller – Bureau of Local Roads and Streets, IDOT  
Nathan J. Peck, P.E. - Baxter & Woodman, Inc.

CITY OF OAK FOREST, ILLINOIS - OAK PARK AVENUE PROJECT  
 REVISED PROJECT COSTS (AS OF 06/16/06)

TIP ID: 07-99-0009

Section No: 99-00073-00-WR

Project No: CMM-7003 (749) & CMM-7003 (750)

Preliminary (Phase I) Engineering	\$105,200	COMPLETE
R.O.W. Aquisition for Easements (Including Appraisal, Negotiation, and Acquisition)	\$88,000	COMPLETE*
Wetland Banking	\$20,000	COMPLETE*
Preliminary (Phase II) Engineering	\$291,975	COMPLETE*
Construction Engineering	\$329,200	
engineering / land acquisition subtotal	<b>\$834,375</b>	
AS BID Construction (From 06/16/06 State Letting - rounded to nearest \$25)	\$4,190,625	
Total Project Cost as of Bid Letting, 06/16/2006	<b>\$5,025,000</b>	
Revised (Proposed) Federal Share	<b>\$4,020,000</b>	
Previously Approved Federal Share (10/19/06)	\$3,527,600	
Difference (Proposed Increase)	\$492,400	
Revised Local Match	\$1,005,000	

\* = WORK HAS BEEN COMPLETED, BUT NOT ALL BD430 INVOICES (REQUEST FOR REIMBURSEMENT) HAS BEEN SUBMITTED AND/OR PROCESSED.

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **07-99-0009**

Description: **Oak Forest - Oak Park Ave from 159th to 151st and at 147th St**

### Ranking Computation

	2005 Increase	2006 Increase
Tons VOC eliminated	30.3684	30.3684
Cost	\$ 4,409,500	\$ 5,025,000
\$/Ton VOC eliminated	\$ 145,200	\$ 165,468
Rank	4	4

### Project Expenses

	Federal Share	Total	Fed % Basis
2005 Increase	\$ 3,527,600	\$ 4,409,500	80.0% Approved Project + 2 Increases
2006 Increase	\$ 4,020,000	\$ 5,025,000	80.0% Letter from City
Increase Amount	\$ 492,400	\$ 615,500	

#### Note

Project was programmed for \$2,479,000 (federal) in FY 1999 and FY 2002. Received a \$526,000 (federal) increase in 2004 and a \$522,400 increase in 2005.

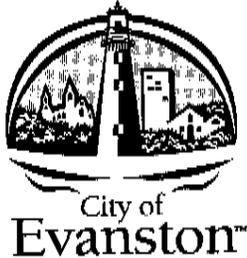
# Chicago Area Transportation Study

## TIP Division

### Reranking of project 07-99-0009: Oak Forest - Oak Park Ave from 159th to 151st and at 147th St

#### FY 2002 CMAQ Program - Intersection Improvement

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
II1094	Lake Zurich-US12/Rand Road at Ela Road	\$ 316,000	\$ 253,000	\$ 25,880	\$ 253,000
II0851	Naperville-Aurora Avenue at IL Route 59	\$ 961,000	\$ 114,000	\$ 49,775	\$ -
II1229	Will County-Caton Farm Road at IL59	\$ 954,000	\$ 653,000	\$ 107,278	\$ 653,000
II0746	Oak Forest-Oak Park Avenue From 147th Street to 159th Street with 2005 increase	\$ 4,409,500	\$ 3,527,600	\$ 145,200	\$ 3,527,600
<b>Oak Forest-Oak Park Avenue From 147th Street to 159th Street with 2006 increase</b>		<b>\$ 5,025,000</b>	<b>\$ 4,020,000</b>	<b>\$ 165,468</b>	
II1228	Will County-Weber Road at Renwick Road	\$ 4,475,000	\$ 3,460,000	\$ 210,017	\$ 3,460,000
II0747	South Holland-State Street at 168th Street Realignment	\$ 837,000	\$ 114,000	\$ 294,347	\$ -
II0191	CDOT-130th Street and Torrence Avenue	\$ 4,149,000	\$ 3,319,000	\$ 316,446	\$ 3,300,000
II1231	Will County-Laraway Road at Cedar Road	\$ 380,000	\$ 272,000	\$ 322,071	\$ -
II0927	Kane County-Randall Road at IL64	\$ 12,850,000	\$ 2,000,000	\$ 342,623	\$ 2,000,000
II0860	Bensenville-IL19/Irving Park Road at York Road at Grade Improvement	\$ 3,788,000	\$ 240,000	\$ 354,751	\$ -
II0924	Elgin-IL58/Summit Street at IL25/Dundee Road	\$ 1,358,000	\$ 400,000	\$ 394,023	\$ -
II0934	Aurora-East New York Avenue at Eola Road	\$ 1,990,000	\$ 1,252,000	\$ 403,080	\$ 1,252,000
II0358	Schaumburg-Springinsguth Road at Wise Road	\$ 1,152,000	\$ 922,000	\$ 423,723	\$ 261,000
II1078	Mundelein-Midlothian Road at Winchester Road	\$ 1,250,000	\$ 1,000,000	\$ 487,905	\$ 1,000,000
II0849	Naperville-Washington Street From Hobson Road to 75th Street and Segment 2 of the DuPage River Trail Bikepath	\$ 14,370,000	\$ 315,000	\$ 629,746	\$ 315,000
II1092	Gurnee-Cemetery Road at Washington Street	\$ 1,470,000	\$ 160,000	\$ 892,847	\$ -
II0354	Rolling Meadows-IL58/Golf Road at IL62/Algonquin Road	\$ 5,150,000	\$ 400,000	\$ 1,095,556	\$ -
II0922	South Elgin-Spring Street From South Collins Street to IL31	\$ 2,353,000	\$ 184,000	\$ 2,002,235	\$ -
II0865	Westmont-IL34/Ogden Avenue at Pasquinelli Drive	\$ 1,620,000	\$ 1,164,000	\$ 2,176,167	\$ -
II1233	Will County-Exchange Street at Klemme Road	\$ 401,000	\$ 289,000	\$ 2,218,859	\$ -
II0929	Kane County-Randall Road at Fabyan Parkway	\$ 6,330,000	\$ 5,064,000	\$ 2,554,525	\$ -
SI1086	IDOT-US41/Skokie Highway at IL132/Grand Ave in Gurnee	\$ 13,250,000	\$ 3,200,000	\$ 6,269,301	\$ -
II0928	Kane County-Dunham Road From IL25 to Stearns Road	\$ 15,100,000	\$ 1,040,000	\$ 6,305,783	\$ -
II0850	Naperville-Naper Boulevard-US34/Ogden Avenue Intersection Improvements	\$ 20,901,000	\$ 896,000	\$ 6,648,150	\$ -
II0933	Aurora-New York Street at Oakhurst Drive	\$ 1,226,000	\$ 603,000	\$ 6,780,269	\$ -
II0923	South Elgin-State Street, Gilbert Street and Middle Street Corridor Improvements	\$ 3,200,000	\$ 400,000	\$ 10,714,921	\$ -



2100 Ridge Avenue  
Evanston, Illinois 60201-2798  
T 847.328.2100  
TTY 847.328.4080  
www.cityofevanston.org

June 22, 2006

Mr. Ross Patronsky  
CMAQ Program Chief  
Chicago Area Transportation Study (CATS)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

SUBJECT: Ridge Avenue Traffic Signal Modernization CMAQ Project  
Ridge/Church/David (IDOT Contract #83515)

Dear Mr. Patronsky:

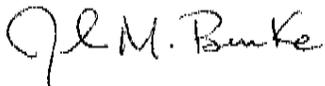
The City of Evanston and the Illinois Department of Transportation (IDOT) plan to reactivate the above-referenced CMAQ project under a change order to the original IDOT construction contract with Hometown Electric Company. As you know, this construction project was halted in 2002 in response to community objections related to the installation of IDOT-standard mast arm signals in the historic district.

The project has been re-engineered to include post-top mounted signals instead of mast arms and with the assistance of U.S. Representative Jan Schakowsky, the roadway is in the final stages of jurisdictional transfer from the State of Illinois to the City of Evanston to allow the post-top signals to be installed instead of the IDOT-required mast arms. Hometown Electric provided IDOT with updated material and labor costs for the re-engineered project. IDOT has found both the design plans/specifications and the updated unit prices from Hometown Electric acceptable (see 6/20/06 IDOT letter attached).

The maximum CMAQ funding allocated to the original construction contract cost was \$1,488,000.00. We are requesting an additional \$474,854.80 in CMAQ funding to cover the cost of material & labor escalation (from when the contract was originally awarded in 2001 to today) and for design modifications. Please note, no additional CMAQ funding is requested to offset costs associated with shutting down the project (demobilization, material storage, delivery charges, etc.), redesigning the project, or for the mast arms and related materials that will no longer be used. The City will be paying 100% of these costs.

It is anticipated that if the requested additional CMAQ funds are appropriated, a pre-construction meeting could be held in July with construction resuming in August. We look forward to your response and appreciate your thoughtful consideration of our request. If you have any questions or require additional information, please call me at (847) 866-2966.

Sincerely,



John M. Burke, P.E., Director  
Evanston Division of Transportation

Cc: Julia A. Carroll, City Manager  
David Jennings, Public Works Director



# Illinois Department of Transportation

Division of Highways/Region One / District One  
201 West Center Court/Schaumburg, Illinois 60196-1096

# FILE

June 20, 2006

Mr. John M. Burke, P.E.  
City of Evanston  
Director of Transportation  
City Engineer  
Public Works Department  
2100 Ridge Avenue  
Evanston, IL 60201-2798

RE: Ridge Ave. CMAQ Traffic Signal Project  
City of Evanston  
Contract 83515

Dear Mr. Burke:

The Illinois Department of Transportation is working together with the City of Evanston in order to reactivate this construction contract.

As you know the delay was caused by the need to redesign the traffic signals from mast arms to post tops per the Historical requirement. In order to make this change, the Jurisdictional Transfer of Ridge Rd. needs to take place. The Jurisdictional Transfer has been signed by the City of Evanston and the District and was sent to Springfield on June 14, 2006. Execution of the Jurisdictional Transfer is expected by July 12<sup>th</sup> with the complete turnover by August 2, 2006.

The City has redesigned the project in order to incorporate their traffic signal requirements. The Department's Bureau of Local Roads has reviewed the new plans and specifications and finds them acceptable in anticipation of the Jurisdictional Transfer.

The Contractor has submitted new unit prices based on the redesign and the delay. The District has reviewed the new unit prices and has found them within the District's average and acceptable.

The complete cost for the contract as we move forward will be \$2,453,568.50 (cost summary attached). The 80% Federal participation of this amount is \$1,962,854.80. This exceeds the maximum Federal CMAQ Funding of \$1,488,000.00 per your agreement for construction costs. The Department recognizes that this additional \$474,854.80 could be obtained as additional CMAQ funding because the escalation is due to the increase in material and labor costs since the contract was awarded in 2001.

Contract 83515  
Ridge Rd. Traffic Signal Modernization  
City of  
Evanston

Anticipated cost of remaining construction (as provided by Contractor)	\$1,863,910.10
Cost of Material in Storage	\$466,881.90
Line Items already completed	<u>\$122,776.50</u>
<b>Total Construction Cost for Federal Participation</b>	<b>\$2,453,568.50</b>
Maximum Federal Participation per Agreement	<u>\$1,488,537.00</u>
Difference Incurred by Local Agency	\$965,031.50
Reimbursement for Material not used on project	\$159,470.60
Cost of Force Account work for shut down	\$125,591.08
Minus City of Evanston payment	<u>-\$140,847.38</u>
<b>Total City of Evanston Cost</b>	<b>\$1,109,245.80</b>

Mr. John M. Burke, P.E.  
City of Evanston  
Contract No. 83515  
Page 2  
June 20, 2006

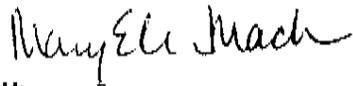
The remaining portion of construction cost, \$490,713.70 will be the responsibility of the City of Evanston. In addition, the City will pay the costs of the material that will not be used in the project as well as the costs incurred with the project's delay. It has been calculated that the total amount required from the City and/or CMAQ is \$1,109,245.80.

Once the additional money is secured and the Jurisdictional Transfer in place, we can then schedule another Pre-Construction Meeting to resume this construction contract.

If you have any questions or need additional information, please contact Mary Ellen Mack, Local Agency Construction Supervisor, at (847) 705-4465.

Very truly yours,

Diane M. O'Keefe, P.E.  
Deputy Director of Highways,  
Region One Engineer



By:  
Mary Ellen Mack, P.E.  
Local Agency Construction Supervisor

Attachment: 1

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **02-99-0006**

Description: **Evanston - Ridge, Church and Davis Streets Signal Interconnect**

### Ranking Computation

	2001 Award	2006 Increase
Tons VOC eliminated	14.7916	14.7916
Cost	\$ 2,135,000	\$ 2,728,319
\$/Ton VOC eliminated	\$ 144,338	\$ 184,450
Rank	38	39

### Project Expenses

	Federal Share	Total	Fed %	Basis
2001 Award	\$ 1,707,800	\$ 2,135,000	80.0%	Approved project
2006 Increase	\$ 2,182,655	\$ 2,728,319	80.0%	Letter from Village
Increase Amount	\$ 474,855	\$ 593,319		

Note

# Chicago Area Transportation Study

## TIP Division

### Reranking of project 02-99-0006: Evanston - Ridge, Church and Davis Streets Signal Interconnect

		FY 2001 CMAQ Program - Signal Interconnect			
CMAQ ID	Facility to be Improved	Total \$	Federal \$	\$/Ton VOC	Select
SI1064	IDOT-Lake Street from Allanson Road to Diamond Lake Road	144,000	104,000	10,423	104,000
SI0925	Kane County-Orchard Road Interconnect	460,000	368,000	14,814	368,000
SI0849	IDOT-Ogden Ave from Madison Street to Oak Street	144,000	104,000	16,306	104,000
SI0851	IDOT-Ogden Ave from Main Street to Fairview	144,000	104,000	18,224	104,000
SI0919	IDOT- Bliss at Wheeler Road	167,000	120,000	21,086	120,000
SI1061	IDOT-Skokie Highway from Milwaukee Ave to Stearns School Road	100,000	72,000	25,506	72,000
SI0615	IDOT-Willow Springs Road from Herman Church Road to 75th St	189,000	136,000	27,298	136,000
SI0850	IDOT-Roosevelt Rd from Adare to County Farm Road	155,000	112,000	27,609	112,000
SI1065	IDOT-Waukegan Road from Foster to Everett Road	488,000	352,000	29,471	352,000
SI1066	IDOT-Waukegan Road from Deerfield High School to Half Day Road	144,000	104,000	30,245	-
SI0515	IDOT-Roosevelt Road from Oak Park Ave to Laramie Ave	555,000	400,000	33,729	400,000
SI0344	IDOT-Rand Road from Wolf Road to Golf Road	155,000	112,000	36,099	112,000
SI0345	IDOT-Palatine Road from Smith to Plum Grove Rd	178,000	128,000	36,173	128,000
SI1060	IDOT-Park Ave at Butterfield Road	289,000	208,000	37,602	-
SI01A2	CDOT-Pulaski Rd from 87th to I55 Signal Interconnect	3,780,000	302,000	37,936	3,024,000
SI01A9	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	2,628,000	210,000	38,557	2,102,000
SI1063	IDOT-Kennedy Road from Skokie Highway to Waukegan Road	100,000	72,000	39,811	-
SI0516	IDOT-Pershing Rd from Oak Park to Laramie Ave	555,000	400,000	40,298	-
SI01A5	CDOT 87th St from Pulaski to I94 Signal Interconnect	2,775,000	220,000	41,433	-
SI01A7	CDOT-Cicero Ave from Lexington to Peterson Signal Interconnect	5,140,000	411,000	45,518	-
SI0514	IDOT-Joliet Road/47th Street/IL171 Triangle	555,000	400,000	50,171	400,000
SI0196	CDOT-ITS/Cicero Ave from 37th to 63rd Smart Corridor Adaptive Signals	4,300,000	200,000	50,218	-
SI01A8	CDOT 95th St from Western to Ewing Signal Interconnect	4,563,000	365,000	50,304	-
SI1062	IDOT-Green Bay Road from Downey to Buckley Road	67,000	48,000	53,653	-
SI0416	Bellwood-25th Ave from Harrison Street to St Charles Rd	590,000	472,000	54,592	-
SI01A3	CDOT -Sheridan from Juneway to Hollywood Signal Interconnect	2,245,000	180,000	58,480	-
SI01A6	CDOT -North Ave from Menard to Halsted Signal Interconnect	6,109,000	489,000	63,112	-
SI1073	Lake County DOT-Washington Street from Teske Blvd to Six Flags Great America Drive	1,500,000	1,200,000	71,546	-
SI01B0	CDOT-Armitage from Cicero to Central Signal Interconnect	675,000	520,000	74,644	520,000
SI0863	DuPage County DOT-Geneva Road Signal Interconnect	909,000	727,000	77,227	-
SI0199	CDOT-ITS United Center Access Routes Smart Corridor	1,800,000	120,000	81,415	-
SI01A1	CDOT-Streeterville-Illinois Center Signal Interconnect	3,726,000	299,000	83,305	299,000
SI0198	CDOT-ITS Roosevelt Rd Interconn from LSD to Dan Ryan Smart Corridor	1,200,000	80,000	88,366	-
SI0864	DuPage County DOT-Glen Ellyn Road Signal Interconnect	915,000	732,000	92,155	-
SI01A0	CDOT-Western Ave from Congress to Cermak Signal Interconnect	2,372,000	1,834,000	103,248	1,834,000
SI01A4	CDOT-Near West Side Signal Interconnect	2,720,000	218,000	110,870	218,000
SI1074	Lake County DOT-Aptakisic Road from Parkway Dr to Buffalo Grove Road	1,300,000	1,040,000	121,081	-
SI0293	Evanston-Ridge Avenue/Church Street/Davis Street Signal Interconnect	2,135,000	1,559,000	144,338	1,559,000
SI0292	Evanston-Sheridan Road Corridor Signal Interconnect	1,817,000	101,000	172,107	-
<b>Evanston-Ridge Avenue/Church Street/Davis Street Signal Interconnect with increase</b>		<b>2,728,319</b>	<b>2,182,655</b>	<b>▼ 184,450</b>	
SI0291	Evanston-Chicago Avenue Corridor Signal Interconnect	1,620,000	89,000	219,035	-